

U.S. Coast Guard (G-MVI-3)
Washington, DC 20593
Phone: 202-426-1444

NVIC 4-85
29 May 1985

NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 4-85, CHANGES 1 & 2 INCLUDED

Subj: Recalls and Other Corrective Measures for Lifesaving Equipment

1. PURPOSE. This Circular contains information on current manufacturers' recalls of lifesaving equipment, and information on corrections that should be made to other items of lifesaving equipment.
2. BACKGROUND. Lifesaving devices, like other manufactured products) are sometimes defective or are unsuitable for use for various reasons. Despite quality control at the factory and production testing by the Coast Guard, defective products occasionally escape detection and may be sold for shipboard use. Some of these defects can be corrected simply on the vessel; others may require recall of the product by the manufacturer. In spite of the efforts of manufacturers to notify purchasers of recalled items, these notifications are often not fully successful.
3. ACTION.
 - a. Coast Guard inspectors shall make sure corrective action is taken for the equipment described in the enclosures to this Circular when found on board an inspected vessel.
 - b. Operators of vessels having the equipment described in this circular, and persons who service and repair the equipment, are advised to take the corrective actions described in the enclosures to this Circular.



B. G. BURNS
Captain, U.S. Coast Guard
Acting Chief, Office of Merchant Marine Safety

- End:
- (1) Termination of Approval of Smith & Wesson Line Thrower Rockets
 - (2) Recall of Gladding F500, Model 3 Life Preservers
 - (3) Recall of ACR Electronics RLB-15 Class A Emergency Position Indicating Radiobeacon (EPIRB)
 - (4) Recall of Cal-June Model 450, Jim Buoy PFD Light
 - (5) Repair of Inflation Valves and Tubes on Certain Exposure Suits

- (10) Use of Lanyards on Class A EPIRBs
- (11) Recall of Billy Pugh Model 200 Life Preservers
- (12) Recall of Kent Sporting Goods Model 67 Life Preservers
- (13) Recall of Switlik Inflatable Life Rafts

Non-Standard Distribution:

- C:e Baltimore (45); Alameda (40); Port Arthur, Honolulu, Puget Sound (35); Miami, Mobile, Long Beach (25); Norfolk Jacksonville, Portland OR (20); Boston, Portland ME, Charleston, Anchorage, Galveston, (15); Cleveland (12), Cincinnati Louisville, Memphis, Nashville, Paducah, Pittsburgh, St. Louis, Savannah, San Juan, Tampa, Buffalo, Chicago, Detroit, Duluth, Milwaukee, San Diego, Juneau, Valdez (10); Providence, Huntington, Wilmington, Corpus Christi, Toledo (5).
- C:m New Orleans (140); New York (70); Philadelphia (35); Houston (25); St. Ignace (5); Sturgeon Bay (4).
- D:l CG Liaison Officer MILSEALIFTCOMD M-65 STRAT MOB, CG Liaison Officer JUSMAGPHIL(l)

ZTC-68

1. **PROBLEM:** Topstitching of the shoulder seams may have been omitted from some Gladding AF500, Models life preservers, produced between September 1980 and March 1982.
2. **ACTION:** Gladding life preservers with missing topstitching on shoulder seams should be repaired as described in NVIC 1-84. Lot numbers in addition to those listed in NVIC 1-84 have been found to have the same defect. Gladding Corporation has since been acquired by Paris Southern. The new company continues to make repairs to the Gladding products free of charge. The manufacturer is:

Paris Southern
Division of Paris Industries Corp.
P.O. Drawer 9038, Station A
Greenville, SC 29604
(803) 269-4811

1. PROBLEM: Early production models of the Model 450 Jim Buoy light incorporated a piece of foam plastic that would shrink as it aged, resulting in the battery contact mounted on the plastic failing to come in contact with the battery. In addition, some switches were not adequately secured to the switch post allowing them to come off, and some switch contacts were subject to breakage.
2. DISCUSSION: Affected lights may be identified by the size of the battery contact mounted on the plastic foam inside the light. The brass battery contact in the affected lights is about 3/8" in diameter. The contact in the new design is approximately 1" in diameter (a little larger than the size of a quarter).
3. ACTION: Defective lights should be returned to the manufacturer for replacement. Cal-June indicates that any defectives will be replaced at no charge. The manufacturer is:

Cal-June, Inc.
P.O. Box 9551
North Hollywood, CA 91609
(818) 761-3516

Imperial Manufacturing Co. Model 1409
Coast Guard Approval No. 160.071/1/0

BayleySuit, Inc. Models 7-01-01 and 7-01-00
Coast Guard Approval No. 160.071/2/0

Fitzwright Suits, Ltd. Model 9450
Coast Guard Approval No. 160.071/3/0

1. PROBLEM: Early models of these exposure suits produced in 1981 and before had inflation tube and valves assembled in several sections and held together by adhesive. The inflation tubes and valves are used to orally fill the inflated device that provides head support for a wearer floating in the water. After some of these suits were several years old, the adhesive would no longer hold the valve and tubes together, resulting in the inflation tube assembly falling apart. Without the tube, the inflated device will not hold air.
2. DISCUSSION: Loss of the ability of the inflated device to hold air does not render the suit completely ineffective. The suit itself has ample inherent buoyancy to keep the wearer afloat. Many non-approved suits have been sold without the inflated device, and have saved lives. A functioning inflated device is, however, a required part of a Coast Guard approved suit. It supports the head of the wearer floating in the water and significantly reduces fatigue.

All joints in inflation tubes and valves in Coast Guard approved exposure suits are now required to have external clamps in addition to any adhesive that might be used to hold them together. All suits made after 1981 have inflation tubes made this way. The clamps are either a crimped metal band or a plastic "ty-wrap."

3. ACTION: Exposure suits without clamped inflation tube joints, or with inflation tubes that no longer function, must be repaired in order for the suit to be considered Coast Guard approved. Contact the manufacturer for a repair kit and/or repair instructions. The manufacturers are:

Imperial Manufacturing Corp.
P.O. Box 4119
Airport Industrial Park
Bremerton, WA 98310
(206) 674-2316
Telex: 152190 IMPERIAL BREM

BayleySuit, Inc.
900 South Fortuna Blvd.
Fortuna, CA 95540
(707) 725-3391

FitzWright Suits, Ltd.
17919 Roan P1.
Surrey, British Columbia V3S 5K1
CANADA
(604) 576-9424

1. PROBLEM: Some packages of Datrex emergency drinking water, Lot #101, dated 9/83, contain water having a bad odor owing to a filtration problem that was corrected on subsequent lots. Laboratory analysis, however, shows the water is safe to drink.
2. ACTION: Water packages from Datrex Lot #101, dated 9/83, should be removed from lifeboats and life rafts at the first inspection or whenever they are found. Lot #101, dated 10/83, is acceptable. Contact the manufacturer to arrange for replacement without charge. The manufacturer is:

Datrex Inc.
3795 N.W. 25th St.
Miami, FL 33142
(800) 327-6451
Telex: 519558

1. PROBLEM: On October 11, 1979, the Federal Communications Commission adopted a final rule establishing special requirements for portable lifeboat radios used on vessels and mobile offshore drilling units equipped with totally enclosed lifeboats, including "survival capsules." The rules in 47 CFR 83.472 and 83.557 limit the size of a portable lifeboat radio used on a vessel with totally enclosed lifeboats, and require a collapsible rod antenna to be carried in each lifeboat.
2. DISCUSSION: Older portable lifeboat radios can be large and heavy, making it extremely difficult to quickly and safely move the radio through the hatch of a totally enclosed lifeboat or survival capsule. The FCC rules limit portable lifeboat radios on vessels with totally enclosed lifeboats to a maximum weight of 40 lb., and maximum dimensions of 35 cm x 40 cm x 50 cm. At the present time, the only FCC type approved portable lifeboat radio that meets these requirements is the ITT Mackay Marine Model 403A.

In addition, the wire antenna intended for erection on a mast, or a guyed oar, is extremely difficult to rig on a totally enclosed lifeboat, especially in rough seas. Therefore, the FCC rules also require each totally enclosed lifeboat on a vessel with a portable lifeboat radio to carry a collapsible rod antenna approved for use with the radio.

3. ACTION: Each vessel equipped with totally enclosed lifeboats or survival capsules and required to carry a portable lifeboat radio, must have 'the ITT Mackay Marine Model 403A radio, or such other radio as may be later type approved by the FCC for use in totally enclosed lifeboats. In addition, each totally enclosed lifeboat on the vessel must carry a collapsible rod antenna of the type approved for use with the radio. Each totally enclosed lifeboat must also have the Coast Guard approved modification to mount the antenna in the lifeboat.

Portable lifeboat radios are part of the vessel's lifesaving equipment, and should therefore be included in the abandon-ship drills (boat drills). The collapsible rod antenna should be erected from within the totally enclosed lifeboat periodically, and all of the connections made. The radio should then be tested by or under the supervision of the radio officer.

Information on ordering the radio and antennas may be obtained from:

ITT Mackay Marine
411 U.S. Highway #1
Elizabeth, NJ 07202
(201) 527-0300
Telex: 138647

Information on the approved modifications for the antenna mounting may be obtained from:

for Whittaker (Brucker) survival capsules -
Whittaker Corp.
Survival Systems Division
5159 Baltimore Drive

for Marine Safety (MASECO) and Lake Shore (WELIN) boats -
Marine Safety Equipment Corp.
Foot of Wyckoff Rd.
P.O. Box 465
Farmingdale, NJ 07727
(201) 938-5661
Telex: 13-8629

for Watercraft boats -
Watercraft America, Inc.
P.O. Box 1130
Edgewater, FL 32032
(904) 428-5781
Telex: 567415

for Harding boats -
Harding Safety, Inc.
2100 First National Bank Bldg.
Mobile, AL 36602
(205) 432-4960
Telex: 782723 HARDING US MBL

Arrow Model 404
Coast Guard Approvals 160.062/2/1 and 160.062/2/0

Switlik Model 8-880
Coast Guard Approval 160.062/3/0

1. PROBLEM: The gripe springs attached to the exteriors of Arrow Model 404 and Switlik Model 8-880 hydraulic releases are prone to deformation by the buoyant loads resulting from their installation with more than one life raft) life float, or buoyant apparatus.
2. DISCUSSION: Arrow Model 404 and Switlik Model S-880 hydraulic releases are approved only for the installation of a single life raft, life float, or buoyant apparatus. "See NVIC -85" - titled "Hydraulic Releases for Life Rafts, Life Floats, and Alternate Float-Free Arrangements."
3. ACTION: Coast Guard inspectors and vessel operators should make sure that Arrow Model 404 and Switlik Model s-880 hydraulic releases are used only for installations of single life rafts, life floats, or buoyant apparatus.

1. PROBLEM: Class A EPIRBs are provided with lanyards as required by Federal Communications Commission regulations. Some operators are incorrectly attaching these lanyards to the vessel.
2. DISCUSSION: The lanyards on Class A EPIRBs are intended to be used to secure the EPIRB to a lifeboat, life raft, or person in the water after a casualty. Under no circumstances is the lanyard to be attached to the vessel. This can defeat the float-free operation of the EPIRB.
3. ACTION: Coast Guard inspectors and vessel operators should make sure that EPIRB lanyards are not attached to the vessel. The EPIRB should have its lanyard stowed in the manner in which it was originally supplied by the EPIRB manufacturer.

1. PROBLEM: Kent Sporting Goods Model 67 life preservers, produced prior to February 1985, may exist which do not have an "Inspected and Passed" stamp on them, indicating that they were not inspected by the Coast Guard or an independent laboratory.
2. ACTION: Kent Sporting Goods Model 67 life preservers without the "Inspected and Passed" inspection stamp should be returned to the manufacturer for replacement. Lot numbers have not been assigned to these uninspected life preservers, however, they are marked "Issue No. A0779" and may indicate that they are UL Listed. The manufacturer is:

Kent Sporting Goods Co.
Route 60 South
New London, OH 44851
(803) 269-4811

1. PROBLEM: Certain Switlik Parachute Co. inflatable life rafts may have inflation hoses with fittings that will break when inflation of the raft is started. This will result in failure of the raft to inflate. Rafts that may be affected are those produced between August 15, 1984 and May 6, 1985, and other Switlik life rafts that had inflation hoses replaced in the same time period.
2. DISCUSSION: Some inflation hoses supplied to Switlik Parachute Co. between August 15, 1984 and May 6, 1985 were assembled in a way that causes them to break when inflation of the raft begins. Any Coast Guard approved Switlik raft produced in this time period may be affected, as well as any raft that had an inflation hose replaced at a servicing facility during this time period. Switlik Parachute Co. and its servicing facilities will attempt to notify owners of affected rafts directly.
3. ACTION: Switlik inflatable life rafts produced between August 15, 1984 and May 6, 1985, and other Switlik life rafts that had inflation hoses replaced in the same time period should have their inflation hoses uninspected as soon as possible by a servicing facility approved to service Switlik inflatable life rafts. Defective hoses will be replaced. This inspection and replacement can be carried out on board the vessel by a technician from the servicing facility. It is not necessary to remove the raft from the vessel and send it to the facility, unless the raft is going to undergo its full annual servicing.

Owners of new Switlik rafts manufactured in this time period should arrange with a Switlik servicing facility to have the inspection done. Owners of rafts serviced in this interval should check their copy of the servicing record to determine if the inflation hose was replaced. If the servicing record is not available, owners should contact the facility that did the servicing to find out if the hose was replaced.

Once the hoses have been inspected, the raft container will be marked "Hose Inspected, [Service station's name], [Date]". A list of approved servicing facilities for Switlik life rafts may be found in the Coast Guard publication "Equipment Lists" (COMDTINST M16714.3A), under "160.051 Life Rafts, Inflatable." The manufacturer can also provide the name and address of the nearest servicing facility. The manufacturer is:

Switlik Parachute Co. Inc.
1325 East State St.
P.O. Box 1328
Trenton, NJ 08607
(609) 587-3300
Telex: 843-421

1. PROBLEM.

- a. Fitz-wright exposure suits up to and including Lot 116 were inspected and tested for Coast Guard approval by Warnock Hersey professional Services but were not marked with an approval number on the suit.
- b. Production inspection has since been taken over by Underwriters Laboratories (UL), but suits from lot numbers 117-132, 134, and 136-137 may have been labeled as Coast Guard approved even though they were not inspected and tested at the factory by Warnock Hersey or UL.
- c. Some Fitz-Wright suits have been found to have no lot numbers, and their factory inspection status can not be determined.

2. DISCUSSION.

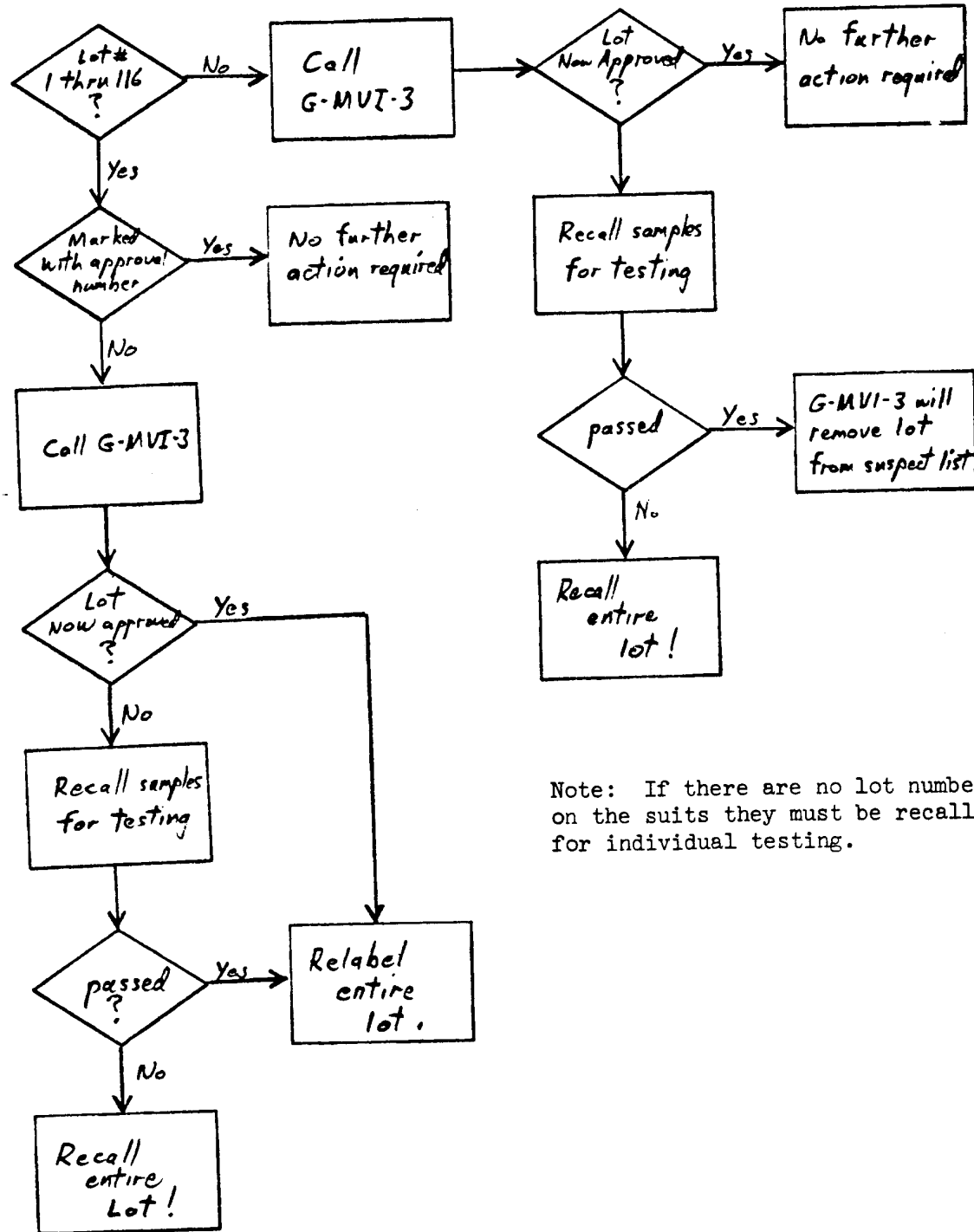
- a. Where records in the custody of Underwriters Laboratories indicate that a lot numbered 116 or lower was inspected by Warnock Hersey professional Services, the suits may be relabeled in the presence of a UL inspector.
- b. Where the records indicate that any lot was not inspected by an independent laboratory, representative samples of the lot must be returned to Fitz-Wright for testing by a UL inspector. Fitz-Wright will provide replacements for the samples recalled for testing. After samples of a lot have been tested and inspected, the lot will be approved and all suits of that lot may be relabeled in the presence of a UL inspector.
- c. Any suit which does not bear a lot number can not be considered Coast Guard approved.

3. ACTION.

- a. Coast Guard inspectors should contact Commandant (G-MVI-3) when suspect suits are encountered, giving lot number of suits, approval number if marked, and identity of vessel and operator. Vessel need not be detained. Commandant (G-MVI-3) can be reached on FTS 426-1444.
- b. Operators may contact Underwriters laboratories to determine the status of suspect suits and arrange for relabeling. If samples from the lot are needed, the operator will be referred to Fitz-Wright to arrange for replacements and shipping of samples. Point of Contact at UL is:

Mr. Greg Skelly
Follow-Up Services Dept.
1285 Walt Whitman Rd.
Melville, NY 11747
(516) 271-6200

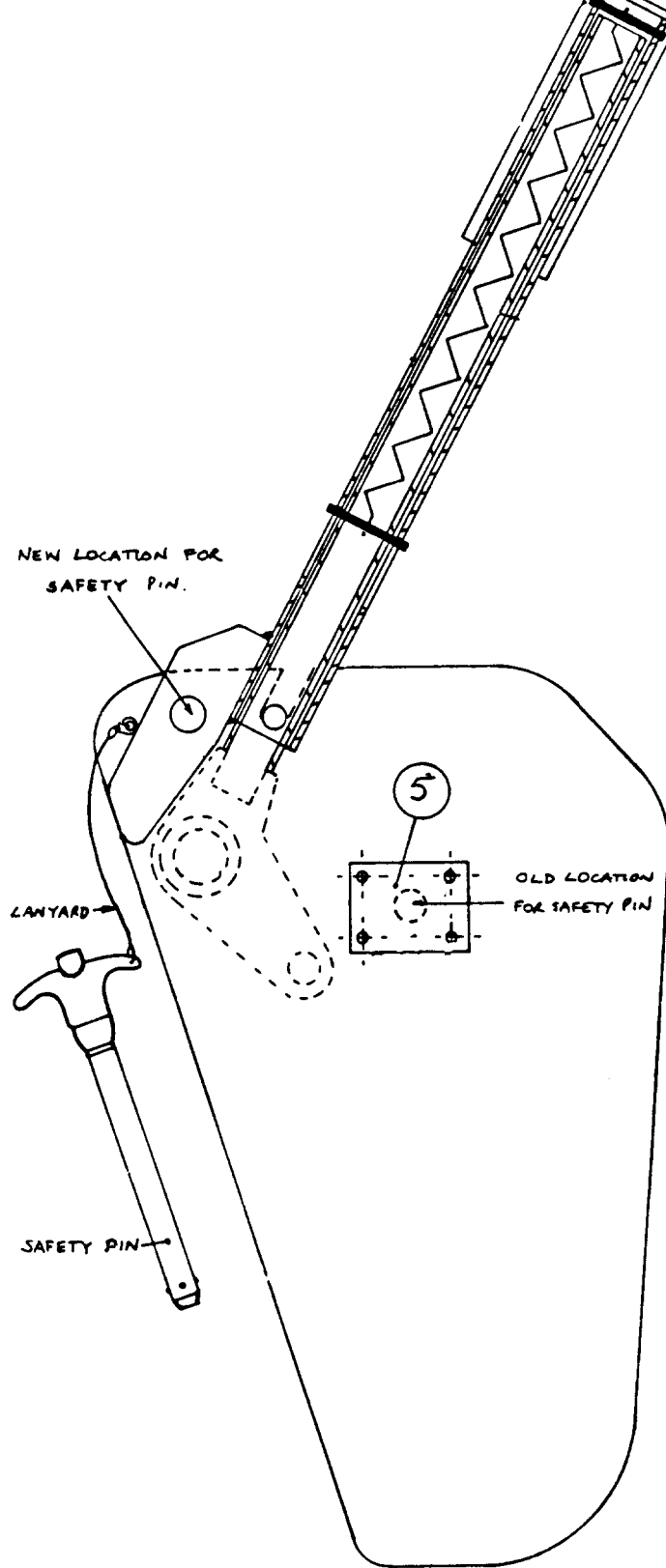
FITZ-WRIGHT SUITS RECALL PROCESS



Note: If there are no lot numbers on the suits they must be recalled for individual testing.

1. PROBLEM. The safety pin on the Titan release gear operating handle used in certain Watercraft America lifeboats, can be inserted before the handle is in the safe, fully closed position. In this condition, the release hooks may appear to be fully closed, but may unexpectedly open when a load is applied.
2. DISCUSSION. Watercraft America, Inc. has developed a modification to prevent the accidental insertion of the safety pin before the handle is in the fully closed position.
 - a. Titan release gear with approval number 160.033/69/0 must be modified. Titan gear that has been modified can be identified by the cover plate over the old safety pin hole (item 5 on the drawing on the following page), and by the plate added to the release gear handle to accommodate the new safety pin location (see "NEW LOCATION FOR SAFETY PIN" on the drawing).
 - b. Titan release gear with approval number 160.033/69/1 produced by Watercraft America after 20 October 1985 includes this design change and does not need further modification.
3. ACTION.
 - a. Vessel and MODU operators having Watercraft America lifeboats equipped with Titan gear having approval number 160.033/69/0 shall make sure the release gear is modified in accordance with Watercraft America drawing SP-201 and Engineering Instruction P-131, both dated 28 October 1985. The Coast Guard Officer in Charge of Marine Inspection shall be notified before the modification work begins. The drawing and instruction may be obtained from:

Watercraft America, Inc.
P.O. Box 1130
Edgewater, FL 32032
(904) 428-5781
Telex: 567415
 - b. Coast Guard inspectors will require modification of Watercraft America Titan release gear with approval number 160.033/69/0 in accordance with the Watercraft America drawing and instruction.



THIS DRAWING IS THE PROPERTY OF WATERCRAFT AMERICA Inc. AND
MUST BE REGARDED AS CONFIDENTIAL. IT IS NOT TO BE COPIED
OR USED IN THE PRODUCTION OR MANUFACTURE OF ANY PARTS
WITHOUT PERMISSION HAVING BEEN OBTAINED IN WRITING FROM
WATERCRAFT AMERICA

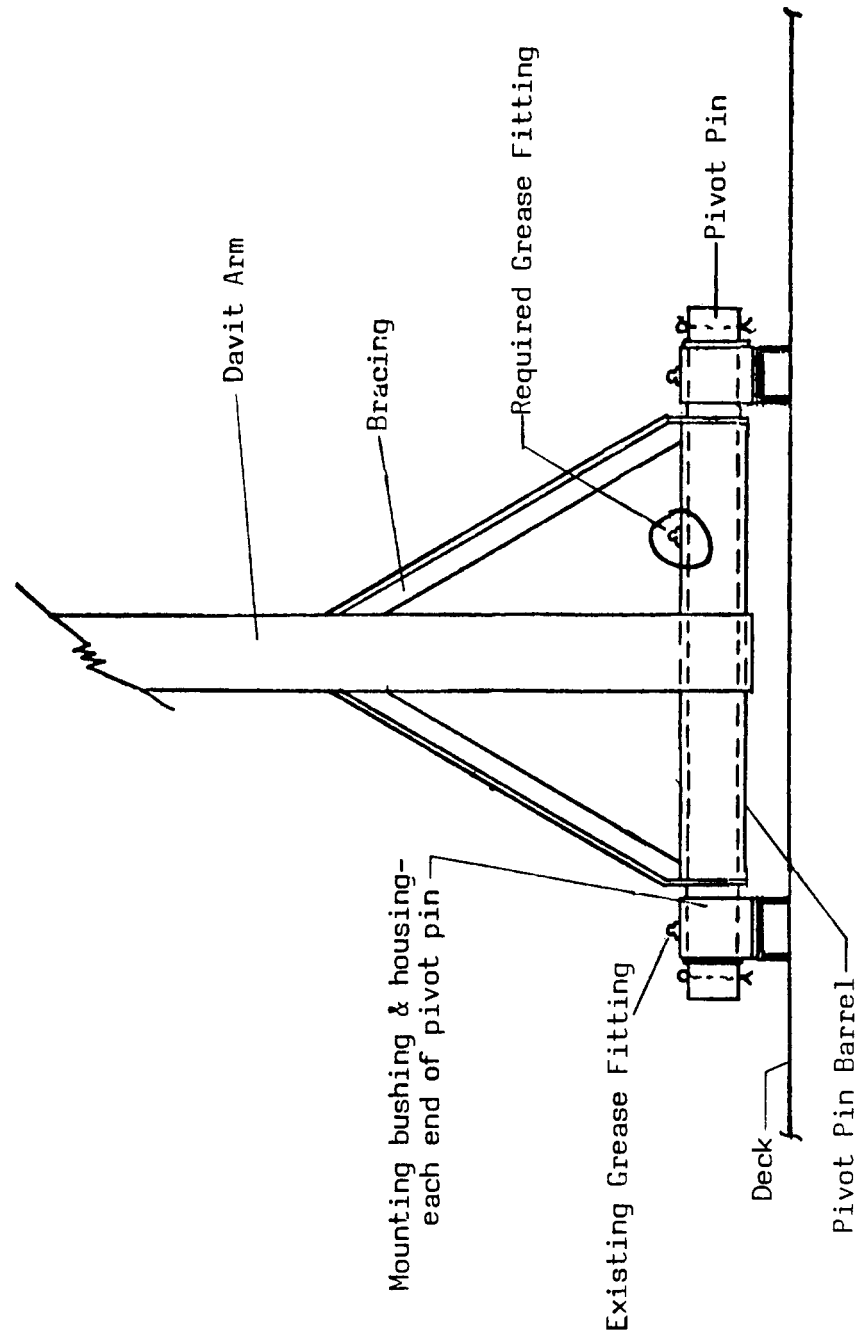
1. PROBLEM: Some packages of Revere emergency drinking water, Lot #107 dated 6/82 and Lot #216 dated 11/84, contain water having a high bacteria count.
2. ACTION: Water packages from Revere Lot #107 dated 6/82 and Lot #216 dated 11/84, should be removed from lifeboats and life rafts at the first inspection or whenever they are found. Contact the manufacturer to arrange for replacement without charge. The manufacturer is:

Revere Supply Co., Inc.
603-607 West 29th St.
New York, NY 10001
(800) 223-6657
Telex: 14-7271

1. PROBLEM: Some packages of Revere emergency provisions, Lot #1023, dated 4/85, were improperly sealed at the factory.
2. ACTION: Emergency provision packages from Revere Lot #1023 dated 4/85, should be removed from lifeboats and life rafts at the first inspection or whenever they are found. Contact the manufacturer to arrange for replacement without charge. The manufacturer is:

Revere Supply Co., Inc.
603-607 West 29th St.
New York, NY 10001
(800) 223-6657
Telex: 14-7271

1. PROBLEM: The pivot pins of certain mechanical davits arranged as shown in the figure on the following page, are subject to corrosion and seizure, due to water accumulation inside the pivot pin barrel.
2. ACTION: To prevent corrosion and seizure of the pivot pin, the pivot pin barrel should be equipped with a lubrication fitting as shown in the figure. Grease should be applied to this fitting regularly to exclude accumulated water in the barrel in order to permit easy operation of the davit.
 - a. Modification of mechanical davits to add this lubrication fitting is authorized. The Coast Guard Officer in Charge of Marine Inspection shall be notified before the modification work begins.
 - b. Coast Guard inspectors will require the addition of lubrication fittings to the pivot pins of mechanical davits where it is evident that water accumulation and corrosion is a problem.



Looking Inboard at Davit Arm Base

Kilgore Proteus 2 Parachute Flares, Operation Notice
Coast Guard Approval 160.036/4/0

1. **PROBLEM:** Kilgore Proteus 2 parachute flares come equipped with a safety pin in the handle to prevent accidental activation. A tape covering keeps this safety pin and its pull chain in place. Persons attempting to operate the flares, especially in the dark, may not be aware that the tape must be removed and the safety pin pulled out in order to fire the flare.
2. **ACTION:** Personnel on vessels and MODUs carrying Kilgore Proteus 2 parachute flares should receive instruction at safety meetings or drills on the operation of the flare, including removal of the tape and safety pin.

Hose Replacement on Ansul Red Line Hand Portable Fire Extinguishers

1. **PROBLEM:** Some hoses on Ansul Red Line fire extinguishers manufactured between 1977 and July 1985 have failed during operation. Couplings on other hoses have separated from the hose.
2. **DISCUSSION:** Although the failed hoses are relatively small in number, the manufacturer has started a replacement program to eliminate the risk of hose and hose coupling failures.

Two different UL component listed hose assemblies are being replaced. The first carry the marking EX-607 and are found on Ansul 5, 10, 20, and 30 pound cartridge operated hand portable extinguishers, and 150 through 3000 pound wheeled dry chemical extinguishers. The other hose assemblies are marked EX-589 and are found on Ansul 20 pound cartridge operated extinguishers manufactured between 1983 and July 1985. Hoses with markings other than these, or with a date code before 1977 or after July 1985 are not included in the program, nor are hoses on Ansul Sentry stored -pressure extinguishers.

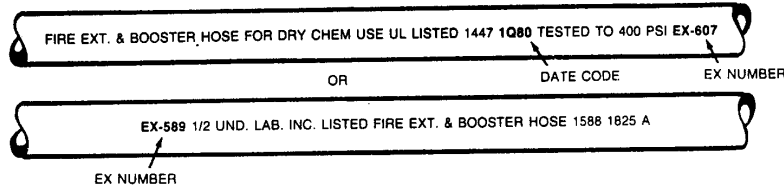
3. **ACTION:** See the "Hose Replacement Identification Chart" on the following page. Any Ansul Red Line fire extinguisher with one of the affected hoses should have the hose replaced in accordance with the appropriate Ansul "Hose Assembly Replacement Procedures" which have been sent to Ansul distributors and customers. For more information contact:

Ansul Fire Protection
Wormald U.S., Inc.
One Stanton St.
Marinette, WI 54143-2542
(800) 435-0687 except in Wisconsin
(715) 735-7411 in Wisconsin
Telex: 26-3433

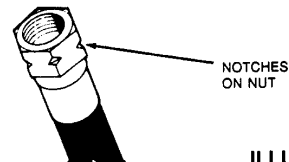
ANSULANSUL FIRE PROTECTION
MARINETTE, WI 54143-2542**HOSE REPLACEMENT IDENTIFICATION CHART**

Use this chart to identify suspect hoses on Ansul Red Line Hand Portable Extinguishers and any Ansul extinguishers equipped with hoses, including wheeled and stationary units. (Ansul Sentry extinguishers are not included in this program.)

1. If extinguisher has a yellow "Inspected" sticker on the front, go to step 9.
2. Find U.L. Listing information printed on hose (either white print or molded on hose cover). (See illustration 1 below.)

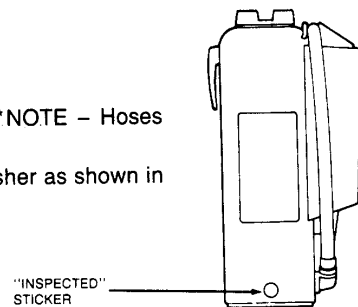
**ILLUSTRATION 1**

3. If there is no printing, or printing is unreadable, replace hose assembly and destroy old hose.
4. Refer to **EX** number on hose, if it is **NOT** EX-607 or EX-589, hose is good, do **NOT** replace.
5. If EX-607
 ↓
EX-607
 6. If EX-607, refer to date code (Example 1Q80 means 1st Quarter 1980)
 7. If Date Code is between 1Q77 and 4Q83, replace hose assembly, destroy old hose. If dated **BEFORE** 1Q77, hose is good, go to step 9.
- OR If EX-589
 ↓
EX-589
 6. If unit is **NOT** Ansul Model 20 Hand Portable, hose assembly is good, go to step 9. (To identify unit, refer to maintenance nameplate on back of extinguisher.)

**ILLUSTRATION 2**

7. If it is an Ansul Model 20 Hand Portable with EX-589 Hose, check hex nut between hose and nozzle on hose assembly. If part number is preceded by an "H" (Example - H6305) or if hex nut is notched as in illustration 2, hose assembly is good, go to step 9.
8. If hex nut is **NOT** notched or part number has **NO** H, (Example - 6305) replace hose assembly, destroy old hose.

9. Perform recommended inspection and maintenance on **ALL** extinguishers. *NOTE - Hoses not included in this program may need replacement due to normal wear.
10. When all work is completed, place yellow "Inspected" sticker on extinguisher as shown in illustration 3.

**ILLUSTRATION 3**

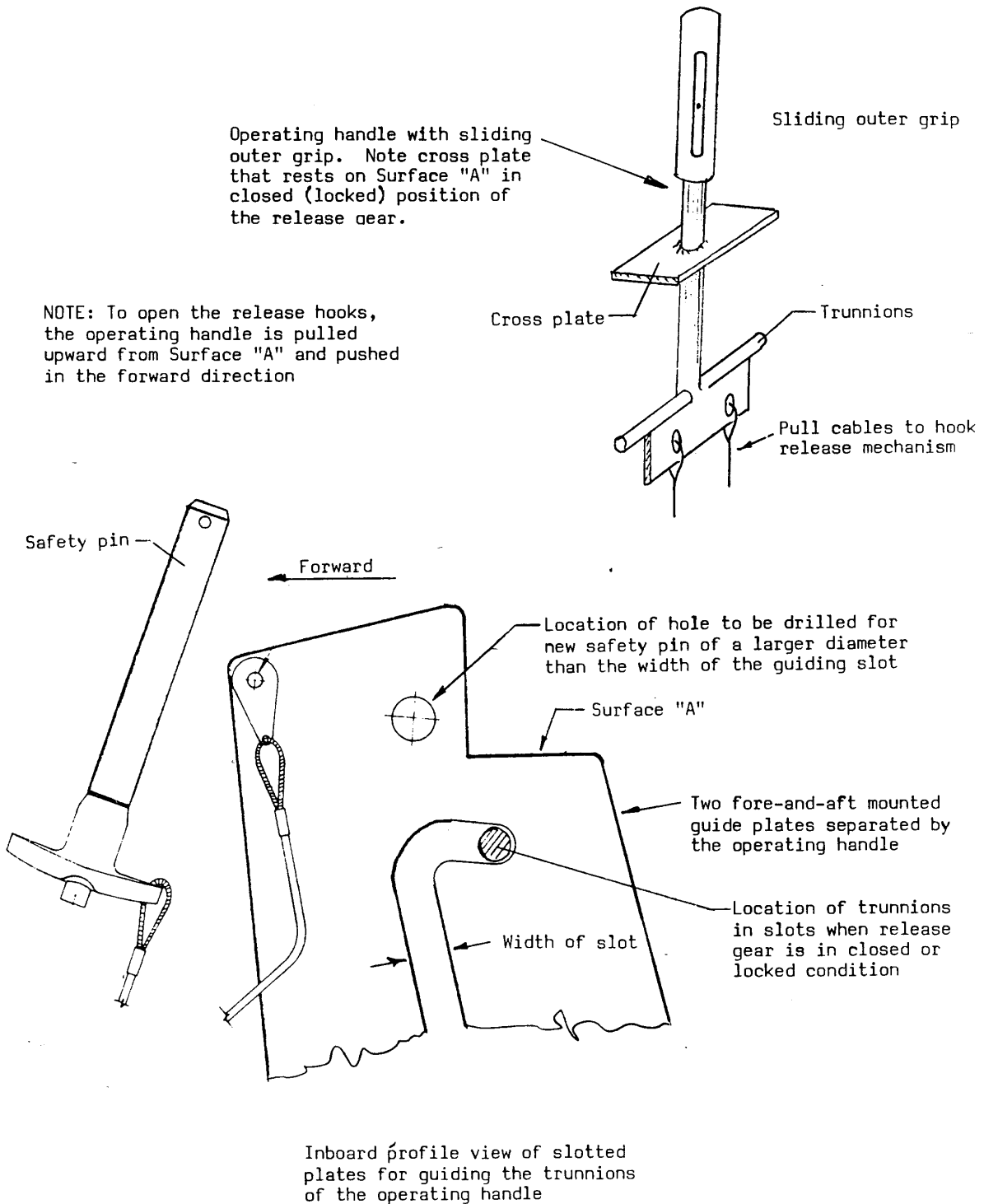
Incorrect Label on Safeguard and Safety First Supply Work Vests
Coast Guard Approval Numbers:
160.053/8/2 on Safeguard Corp. Work Vests, and
160.053/9/0 and 160.053/13/0 on Safety First Supply Co. Work Vests

1. PROBLEM: Some or all work vests produced between 1978 and 1985 under the approval numbers listed above, were incorrectly marked with the words "DESIGNED TO TURN AN UNCONSCIOUS WEARER FACE UP IN THE WATER." These work vests are not designed to turn unconscious wearers face up in the water. The marking was to have been discontinued in 1978.
2. ACTION: Anyone in possession of one of the work vests listed above should cross out the words "DESIGNED TO TURN AN UNCONSCIOUS WEARER FACE UP IN THE WATER" with a permanent marking pen.

New Safety Pin for Viking Release Gear in Watercraft America Lifeboats
Coast Guard Approvals 160.033/66/0, 160.033/66/1, and 160.033/66/2

1. PROBLEM. The safety pin for the Viking release gear operating handle used in certain Watercraft America lifeboats, can be accidentally inserted into the slot for the release handle trunnion, rather than the hole intended for the safety pin. If this is done, the release gear is not in a safe condition.
2. DISCUSSION. Watercraft America, Inc. has developed a modification to prevent the accidental insertion of the safety pin before the handle is in the fully closed position. Viking release gear with approval numbers 160.033/66/0, 160.033/66/1, and 160.033/66/2 must be modified by drilling out the safety pin hole and replacing the original safety pin with a larger one.
3. ACTION.
 - a. Vessel and MODU operators having Watercraft America lifeboats equipped with Viking gear having approval numbers 160.033/66/0, 160.033/66/1, or 160.033/66/2 shall make sure the release gear is modified in accordance with Watercraft America drawing 5P204 dated May 2, 1986. The Coast Guard Officer in Charge of Marine Inspection shall be notified before the modification work begins. The drawing and instruction may be obtained from:

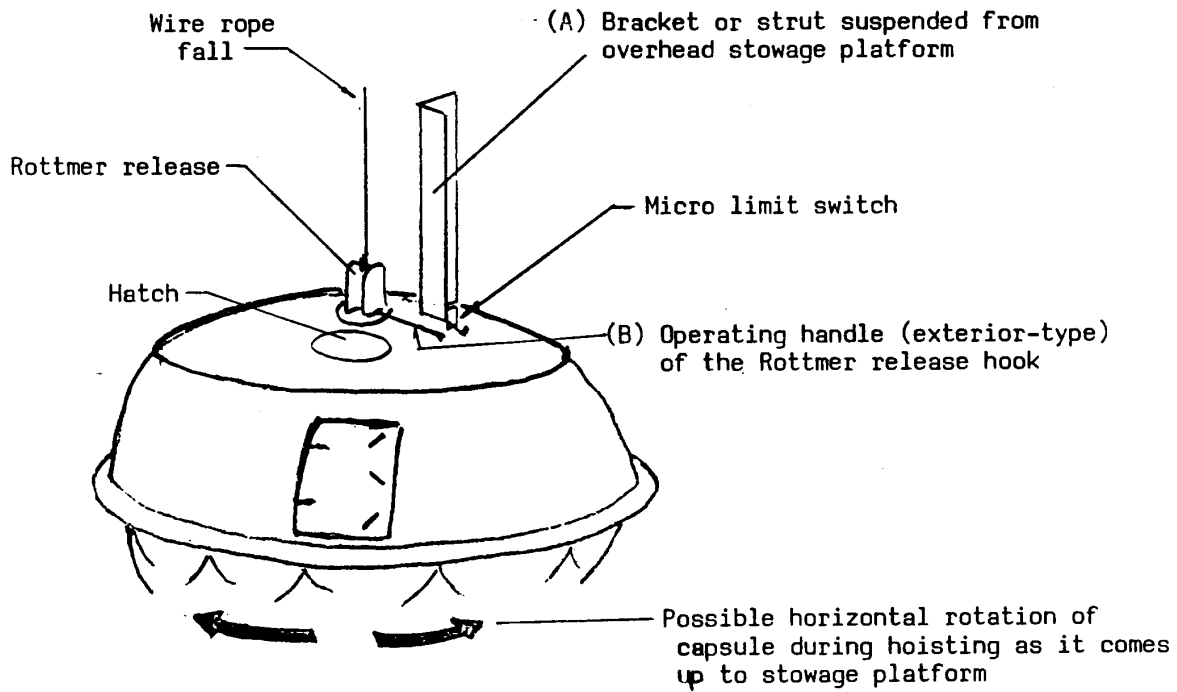
Watercraft America, Inc.
P.O. Box 1130
Edgewater, FL 32032
(904) 428-5781
Telex: 567415
 - b. Coast Guard inspectors will require modification of Watercraft America Viking release gear with approval numbers 160.033/66/0, 160.033/66/1, or 160.033/66/2 in accordance with the Watercraft America drawing and instruction.



Unauthorized Modifications to Whittaker Survival Capsule Launching Devices

1. PROBLEM: Some launching devices for Whittaker Survival capsules may have been modified by the unauthorized addition of brackets to hold microswitches or other devices added by the owner or operator.
2. DISCUSSION: The unauthorized modifications may appear to be almost identical to the brackets that hold the limit switches which are part of the approved launching system. If brackets are added and not carefully located, they can engage the cable and sector operating mechanism on those capsules equipped with Rottmer type hooks. This has happened on two separate occasions, resulting in the accidental opening of the hook and dropping of the capsule. Any person on board the capsule is at risk of being seriously injured.
3. ACTION: Servicing personnel and Coast Guard inspectors should make sure -that any brackets on Whittaker capsule launching devices are part of the approved system or are approved modifications. Generally, the only brackets coming close to the surface of the capsule should be those holding the limit switches which prevent the capsule from being winched into the stops under motor power. Any others should be considered suspect, unless the owner or operator can show that they are approved additions. Any unauthorized modifications of this type must be removed. Questions on whether or not such brackets are approved can be answered by the manufacturer:

Whittaker Corp.
Survival Systems Division
5159 Baltimore Drive
LaMesa, CA 92041
(619) 469 0171
Telex: 695440



NOTE: The above arrangement has the danger of letting the operating handle(B) of the Rottmer release to push against the bracket(A) suspended from under the stowage platform. This could result from the horizontal rotation of the capsule as it comes up into the stowed position. This unintended interference is a potential hazard because of the chance that the operating handle(B) could be moved from its locked position, thus permitting the capsule to drop free of the wire rope fall.

North & Judd Snaphooks on Certain Life Preservers

1. PROBLEM. North & Judd #429 Snap Hooks, used as the primary closure on the body strap of some life preservers (Type I PFDs), have been found to have cracks emanating from the rivet holes and/or the stamped anchor trademark.
2. DISCUSSION. Cold working of the casting in the process of riveting the snaphook together and stamping the North & Judd anchor-shaped trademark on the hook, has resulted in cracks starting in these two places. In some cases the hooks have broken off entirely. The following manufacturers are believed to have used the North & Judd #429 Snaphook prior to its withdrawal in 1981:

Cal-June Corporation
Stearns Manufacturing Co.
Soniform Inc.
Delta Marine Designs

3. ACTION: Coast Guard inspectors and vessel operators should carefully examine the snaphooks on the life preservers made by any of the above manufacturers in 1981 or earlier. Cracked or otherwise defective snaphooks may be replaced with the approval of the Officer in Charge, Marine Inspection in accordance with 46 CFR 160.006, if the life preserver is otherwise in serviceable condition.

Inflation Tube Mouthpieces on Survival International Exposure Suits

1. PROBLEM. Some mouthpieces on the auxiliary buoyancy unit inflation tubes on Survival International, Inc. exposure suits have been found to be loose enough to be pulled out of the tube by hand, even though secured with a plastic "FR." The problem may be present on Model 316-AU exposure suits in lots 6-85 and 7-85.
2. DISCUSSION. This defect can be repaired by supplementing the "ty-wrap" with glue. Since the installation of the "ty-wrap" tightly enough to act as a positive clamping device requires special tools or machines, the ty-wrap" itself will have to be replaced by some other type of hose clamp if repairs are made by the owner.
3. ACTION: Survival International, Inc. Model 316-AU exposure suits should be inspected for this defect by attempting to pull the mouthpiece of the inflation tube out by hand using moderate effort. If the mouthpiece is loose, contact the manufacturer or dealer for a free tube of glue and a non-corrosive hose clamp to effect repairs.

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